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from weakness or strain, you  
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# The China Mail.

ESTABLISHED 1846

May 12, 1920, Temperature 75.

Rainfall 0.00 inch.

Humidity 66.

May 12, 191, Temperature 54

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## BUSINESS NOTICES

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## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

### PARLIAMENT, CANADA, IRELAND AND OTHER THINGS.

**LONDON, May 11.**  
Mr. Bonar Law made an important announcement in the House of Commons with reference to Canada to-night. He said the Anglo-Canadian governments had arranged to provide more complete representation of Canadian interests than hitherto. It had been accordingly agreed that His Majesty, on the advice of the Canadian minister, should appoint a minister plenipotentiary who would have charge of Canadian affairs and at all times be the ordinary channel of communication with the United States government in purely Canadian affairs. The minister would be instructed by and report direct to the Canadian government. In the absence of the ambassador the Canadian minister would take charge of the whole embassy and the representation of imperial as well as of Canadian interests. He would be accredited by His Majesty to the President with the necessary powers.

Mr. Bonar Law said Ulster's present attitude is an immense advance on that of 1914. Whereas Ulster then insisted on exclusion, it has now accepted local government for the whole of Ireland. He stressed the extent to which we had suffered from uninformed foreign and dominion comment, which asked us why we did not let Ireland govern herself. If the government's proposal were adopted we could say to Ireland and the world: "We have given you as generous a measure of local government as we think possible on conditions which mean that the moment Irishmen can agree among themselves they can have it completely in one parliament" (cheers). The Government's object was to make unity easier.

Sir E. Carson regarded the six years proposal as retrograde and impracticable. Although he detested the idea of breaking up the parliament of the United Kingdom he pledged himself in the interests of this attempt at peace that Ulster would do its best to work its parliament in enacting.

Mr. Asquith's amendment to the Home Rule bill was defeated by 259 votes to 55.

Replying to Major Barnes, Mr. Long said the allied warships in the Black Sea would continue to bombard the Russian coasts until the Bolsheviks cease hostilities with General Wrangl's Crimean army, with a view to discussing an armistice.

In the course of a reply to Mr. R. P. Houston as regards the inability of the British coaling depot at Perim to secure cargo from South Wales, Mr. W. C. Bridgman said the available exportable surplus of coal was now less than one-third of the pre-war amount. There had been consequently great difficulty in ensuring supplies to the Atlantic and Mediterranean coaling stations, and much less coal for the Allies and British possessions abroad. He regretted he was unable to undertake to supply adequate supplies of British coal for the stations east of Suez, which should resort as far as possible to Indian and South African coal.

Replying to Lt. Com. Kenworthy, Mr. Bonar Law stated that Poland had not consulted Britain before taking the offensive against Russia. Though a provisional eastern frontier for Poland had been laid down, the Allies were not yet able to determine it definitely. No useful purpose could be served at present by submitting the question to arbitration or the League of Nations.

Replying to Capt. Wedgwood Benn, he stated that the government did not favour the suggestion that the supreme council in any form should be made permanent as a co-equal or superior authority to the council of the League of Nations.

Replying to Sir G. Elliott he said he had no reason to anticipate that Hungary would refuse to sign the peace treaty.

When the Home Rule Bill entered the committee stage, and before discussion opened, the chairman ruled out a number of amendments embodying alternative schemes as equivalent to "negatives" of the bill but permitted Mr. Asquith to move an amendment providing for a single Irish parliament with country option to Ulster limited to a period of six years on the lines of the 1914 act. Mr. Asquith maintained that the duplication of parliaments, executives, and judiciaries gave every opportunity for friction. The government's plan was not countenanced by any section of Irish opinion and could not be a stepping-stone to Irish unity.

Mr. Bonar Law emphatically asserted that Mr. Asquith had not realised all that had happened in the last six years. While it was true that the Irish members had not voted for the government's bill, it was equally true that they would be opposed to Mr. Asquith's proposal.

### A MEXICAN MURDERER.

EL PASO, May 10.

General Murguia Carcanzeston, the federal commander at Mexico City, before leaving the Capital, carried out a wholesale slaughter of political prisoners at Santiago military prison. Fifteen generals were among the killed.

Mexico City newspapers announce the capture of Carranza. El Paso reports that General Obregon sent a message to the new provisional president De la Huerta that the revolutionists overtook and dispersed the troops escorting Carranza from Mexico City. They inflicted serious losses.

The Times correspondent in New York says the immediate future of Mexico depends on the continued agreement of Generals Obregon and Gonzales. It is declared that a series of political somersaults brought the two together. Obregon opened a campaign in favour of his own candidature, which was widely supported, but the Carranzistas desired to have the elections in July, whereupon Gonzales joined Obregon. It was the former who directed the capture of Mexico City. It is stated that the revolutionary movement favours free and fair elections held in Mexico without interference from Carranza and the appointment of a provisional president until the elections are held.

### PUGILIST.

### BECKETT HEAVYWEIGHT CHAMPION.

LONDON, May 9.

At Olympia, for the heavyweight championship of Britain, Joe Beckett knocked out Bombardier Wells in the third round. Olympia was packed. The fight was fast and furious throughout. Wells boxed splendidly, and got in several good blows, but Beckett's strength prevailed. In the second round Wells was floored with a left jab on the jaw. In the third round in a fierce mixup Beckett sent down Wells with a smashing right on the jaw, and he took the full count.

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

### UNREST IN IRELAND.

LONDON, May 9th.

Murders and outrages in Ireland grow more terrible daily. The vendetta against the Police has intensified. The Lord-Lieutenant and the executive officers are virtually prisoners in the country. They are only able to leave their retreats in armoured cars.

The situation is far worse than a month ago. The release of the hunger-strikers added fresh fuel to the murder campaign. In one day during the past week, fourteen brutal outrages occurred. Hundreds go unrecorded. The loyalists have been so terrorised that they suffer silently.

In one instance, in Galway, a young girl was dragged from her bed, and her hair was cut off. On being threatened that her ears were to be shorn off, she collapsed. This, because she was seen speaking to a soldier.

These outrages are becoming common. Sinn Feiners daily hold courts and inflict sentences. A number of correspondents confirm the statement that the situation of the loyalists beggars description. Numbers are fleeing the country. They declare that if the British people realised their plight they would be ashamed of their desertion. Meanwhile, forty-two hunger-strikers were released from Wormwood Scrabble prison yesterday, and thirteen from the Cork gaol.

LONDON, May 10th.

One hundred Sinn Feiners attacked the Police Barracks at Newton Hamilton, Co. Armagh. The five defenders splendidly and successfully resisted the attack through four hours of fire of rifles and bombs. The barracks were sprayed with petrol and set afire when the roof fell in and the defenders retreated to a yard where they held out until they were re-inforced.

It appears that a detective in Dublin shot at a Sinn Feiner, who was armed with a revolver, which saved his life, but his condition is critical after an operation.

### TURKISH TREATY.

PARIS, March 8th.

The Ambassador's Conference has decided to give the Turkish Delegation a month in which to reply to the Treaty which will be handed to them on May 11th.

LONDON, May 10th.

The Times Teheran correspondent says that a Military Convention for the duration of twenty years between Soviet Russia and Turkish Nationalists has been concluded. The latter refusing adherence to any Allied terms, having admitted Turkish sovereignty and the former to aid the Turks if attacked by the Allies.

The territory of Constantinople is to be Turkish, and the Straits free, the fortifications at the Dardanelles and the Bosphorus being destroyed. The revolution in Baku which was effected by a collusion between the pro-Turkish United Party and the Bolsheviks has placed Armenian Erivan in a perilous situation.

Twenty British subjects, including the Naval Mission at Baku, during the revolution were held as hostages, pending the release of Turkish Unionists at Malta.

### FRENCH STRIKE MENACE.

PARIS, May 9th.

Work has been resumed at Havre, St. Malo, Rouen, Bordeaux and Brest, also at the mines Nord Pas de Calais and the centre and south of France.

Five men were arrested in Paris for distributing Anarchist leaflets. Subsequently, the Police searched the house of M. Sebastian Faure.

A message from Paris says that, having failed in the stoppage of the mines, the Confederation has called out the transport workers. It is stated that the movement is doomed to failure owing to lack of funds.

### TO REVOLUTIONISE FLYING.

LONDON, May 8th.

Messrs. Handley Page have achieved an improved design in aeroplanes wings which will revolutionise flying. It is as important as the invention of pneumatic tyre to the road vehicle. The contrivance is the simplest and will, for a given result, reduce the aeroplanes to half their present size. It can be applied to any existing plane.

The new wing will enable aeroplanes to arise and alight with a smaller run, ensure greater safety and comfort and greater speed. It increases the load from 50 to 40 per cent.

The invention has passed the official tests, but details have not yet been disclosed.

### COAL PRICES.

LONDON, May 10th.

In the House of Commons, replying to Mr. Newman, Sir Robert Horne stated that the Government thought the removal of the present control on the inland distribution of coal as soon as possible essential. This was only possible if the artificial differentiation between prices of household and industrial coal were removed. Therefore the Government concluded that household coal could no longer be sold more cheaply than industrial coal, and both should be sold at a price sufficient to cover the cost of production and the standard profits allowed by the Coal Emergency Act. Therefore, the maximum prices of industrial coal and household coal will be increased by 4s. 2d. and 4s. 2d. per ton, respectively from May 12th. The necessity of increasing the prices would have arisen apart from the recent advance in the wages of miners which, however, increased the cost of production by 2s. 10d. per ton.

LONDON, May 10th. Scottish miners announce a further demand of increased wages if coal prices are raised.

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TENNIS SHIRTS  
DELIGHTFULLY COOL AND COMFORTABLE.

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AND SURVEYORS  
**Public Auctions—**

THE Undersigned have received instructions to sell by Public Auction, on

**WEDNESDAY, May 19, 1920,**  
commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

100 cases Salamander U.V.P. Brandy  
10 " MacLaren's Dry Gin  
20 " Old Tom Gin  
20 " Marvill's Peppermint  
20 " Sherry  
20 " Jamaica Rum  
5 " Burgundy  
3 " Creme de Menthe  
3 " Angostura Bitters  
2 " Champagne  
2 " Biscuits

Terms:—Cash on delivery.

LAMMERT BROS.,  
Auctioneers.

THE Undersigned have received instructions from Messrs. THORESEN & Co., to sell by Public Auction on

**TUESDAY, the 18th May, 1920,**  
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at his Sales Rooms, Duddell Street,  
**The Steamer "DAGMAR"**

as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances, etc.

145 tons gross Reg.  
92 tons net Reg.

1800 tons deadweight capacity on 17 feet mean draft. Speed 10 knots.

This Steamer went ashore in the Gulf of Siam, was salvaged, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co., Ltd., Bangkok.

The Steamer to be at purchaser's risk after fall of hammer, when purchase money is to be paid.

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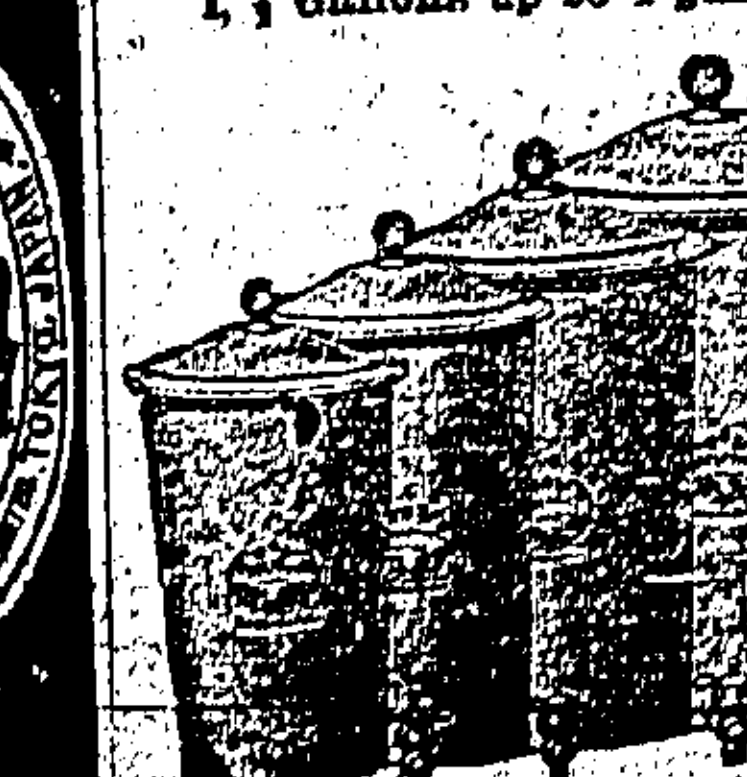
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is an important matter and we make a speciality of "refinishing" light Frocks and Costumes so that they keep clean longer than when treated by ordinary methods.

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1, 2 Gallons up to 4 gallons



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## JAMAICA CIGARS.

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ARE NOW BEING

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To the Smokers of the Colony.

PANETELAS FINAS—In boxes of 50 Cigars - \$5.00  
" " " " 25 " - \$2.50

OBTAINABLE AT ALL HIGH-CLASS TOBACCONISTS.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

## COLLISION THAT DEVASTATED TWO TOWNS.

SHIP WITH HIGH EXPLOSIVES UP IN HALIFAX HARBOUR.

1,700 LIVES LOST.

APPEALS INVOLVING MILLION OF MONEY.

The *Journal of Commerce* of March 26 says:

The Privy Council's judgment in the cross appeals arising out of the collision by which part of the city of Halifax and the town of Dartmouth were devastated ran to the portentous length of 10,000 words. It left the case exactly where it was, and re-affirmed the judgment of the Supreme Court of Canada, against which both sides have appealed, that the ships were equally to blame. Over a million of money was involved in the case, taking no account of costs.

The Privy Council consisted of Viscount Haldane, Lord Dunedin, Lord Atkinson, and the Lord Justice Clerk. Their Lordships said:—La Compagnie Generale Transatlantique, a French company, are the owners of a ship named the "Mont Blanc". The Southern Pacific Whaling Co., Ltd., are the owners of a ship named the "Imo".

On the 6th December, 1917, at about 8.45 in the morning, these two vessels collided in the harbour of Halifax, Nova Scotia. The "Imo" was outward bound in ballast, the "Mont Blanc" inward bound, heavily laden with high explosives. By the collision the "Mont Blanc" was set on fire. Her cargo ultimately exploded with the most disastrous results. Many persons, including the captain, chief officer, and the highly-skilled pilot of the "Imo," were killed, a portion of the city of Halifax wrecked, and the ship herself blown to pieces.

The "Imo" was a steel single-screw steamship belonging to the port of Christiania in Norway, 5,041 tons gross and 3,161 tons net registered, fitted with triple expansion engines of 424 horse power nominal. She was 430 ft. long, 45 ft. beam, her draft 22 ft. 2 in., and her speed 12 to 13 knots. She was bound for New York, was employed in carrying food to Belgium, and is in the proceedings occasionally styled the Belgian ship or Belgian relief ship. The "Mont Blanc" was also a single-screw steamship, registered at St. Nazaire, of 3,121 tons gross and 2,252 net registered. She was 330 ft. long and 40 ft. beam; her draft on the day of the collision was 20 ft. 5 in.; and 19 ft. 5 in. forward, and her full speed was about 7 1/2 to 8 knots. The "Imo" was therefore the larger, more powerful and faster vessel of the two, and being in ballast was much lighter than the "Mont Blanc," which was heavily laden. At the time of the collision the weather at the part of the harbour where it took place was clear, though slightly hazy somewhat

higher up, and those on board both ships admit that there was no wind or very slight wind, and no tide of any force. The land on the north side of the harbour is called Dartmouth; on its opposite or south-western side the shore is styled the Halifax side. A question was whether the collision was in mid-channel or on the Halifax side of the imaginary line and in the "Imo's" water. Mr. Justice Drysdale, in the court of first instance, held the "Mont Blanc" alone to blame. The owners of the "Mont Blanc" appealed direct to the Supreme Court of Canada against this decision as in this, an Admiralty case, they were entitled to do. The Chief Justice and Mr. Justice Liddington were of opinion that the "Mont Blanc" was alone to blame; Mr. Justice Brodeur and Mr. Justice Mignault were of opinion that the "Imo" was alone to blame, and Mr. Justice Anglin that both ships were to blame. In this division of judicial opinion an order was made allowing the appeal, reversing the judgment of Mr. Justice Drysdale, finding that both ships were to blame, directing that the damages should be assessed accordingly; and further ordering that the respondents, the owners of the "Imo," should pay to the appellants, the owners of the "Mont Blanc," the costs incurred by the latter in the Supreme Court of Canada, but that no costs incurred in the Exchequer Court of Canada should be paid to either party. The "Mont Blanc" the plaintiff, declared that the "Imo" first shaped to keep to the Dartmouth shore, and when 150 metres away looked like crossing ahead and then, when they were starboard to starboard, and the "Mont Blanc" was stopped, ported and reversed and, her propeller being right-handed, swung her head more to starboard. The "Mont Blanc" went full astern but was deeply cut into by the "Imo's" stern, being hit a right-angle blow.

The distances given by three witnesses are matters of very great importance. If their evidence be accurate, they all agree in stating that when the signal of two short blasts was given by the "Imo" for the second time the two vessels were only 400 to 500 feet apart. The pilot and captain fix the distance of the "Imo" from the "Mont Blanc" when the first one blast was given at three quarters of a mile. The first officer states that he looked up when he heard the first single blast and saw the "Imo" was distant about half a mile or more, bearing 25 degrees on his port bow. All agree that she was heading on a course which, if continued, would cross the course of the "Mont Blanc". The ships, therefore, must have been proceeding at a rate, which while the two single and two double blasts were being given, had reduced the distance between them from about three-quarters of a mile to 400 or 500 feet. Even at the maximum Admiralty rate of 5 knots each of these ships would steam three-quarters

of a mile in about 9 minutes, if both were proceeding at that rate in about 4 1/2 minutes. A very serious question arises here, namely, whether having regard to the size of these ships, their speeds, courses and respective bearings of the one to the other, sound and prudent seamanship did not, if this evidence be accurate, imperatively require that each ship should have reversed her engines and gone full speed astern long before they were allowed to approach so close to each other as 500 feet. The two ships were together nearly 800 feet long. It certainly appears to their Lordships that it was a most hazardous position for such big ships to be allowed to get into; that it necessarily involved risk of collision; and that both captains were to blame for not having prevented their respective ships from getting into it. So that beside the question which, if either, of the two ships is blameable for the manoeuvres they resorted to in order to escape from the perilous position in which they found themselves almost in the agony of the collision, there is the other and anterior question whether they are not both blameable for the earlier and reciprocal omissions which created that position.

The case of the "Imo" is in several respects in conflict with the "Mont Blanc's". Under Article 25 of the Rules for Preventing Collisions at Sea it was the bounden duty of the "Imo" to keep on the Halifax side of the mid-channel as she passed down from the basin to the sea if it was safe and practicable for her to do so. Once it is shown to have been safe and practicable for her to do so, the Article becomes a rule of imperative obligation. Accordingly, her case opens with an excuse or justification for steaming from the basin down to and past pier No. 9 on the Dartmouth side of mid-channel. It is alleged on behalf of her owners that by reason of the configuration of the channel she was, on leaving the basin, obliged to approach the Dartmouth shore, and that having yielded to that necessity, she was prevented from getting back into her own water, first by the obstinate refusal of an American tramp to leave the water on the Halifax side of mid-channel in which she then was, and second by the manoeuvres of the tug "Stella Maris". There is not a suggestion in the "Imo's" preliminary acts that there was anything to prevent her, after she had passed the "Stella Maris", from getting into her own water and steaming down through it in her course to the sea. On the contrary, the statement, contained in the answer to question 12 is that before she gave those three blasts and reversed her engines she was keeping as far as practicable on that side of the channel which lay on her starboard side; that the "Imo's" speed was reduced to one mile an hour; that the engines were never put ahead again before the collision, a

(Continued on Page 6)

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Recently renovated and refurbished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to families on application to  
Telephone K. 3. Telegraphic Add.: "PALACE."  
J. H. OXBERRY, Proprietor.

## CARLTON HOTEL.

## (THE ONLY AMERICAN HOTEL IN THE COLONY.)

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Telegraphic Address "CARLTON."  
Mrs. F. E. CAMERON.

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CHOCOLATE  
Kiss Fruit Vanilla Chocolate  
Home-Made Assorted Chocolate  
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California "Star" Chocolate  
American Chocolate 50¢ per lb.  
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freaky, nor extreme.

They are particularly excellent in the smaller  
necessities of finish.

The pleasure of a visit is solicited by

WM. POWELL, LTD.

Phone 346.

## ACKNOWLEDGMENT.

The family of the late Mrs. W. G. HUMPHREYS beg to tender their heartfelt thanks to those who so kindly sent wreaths and condolences in their recent sad bereavement, also to those who attended the funeral.

## The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, MAY 12, 1920.

## ART CRITICISM.

The humbug of musical posters has been dealt with from time to time in the *China Mail*. Now comes a special opportunity for a few plain words about the empty cant and meaningless jargon of much talk about pictures and sculpture. A recent sensation at Home has been a statue of Christ by a sculptor named Jacob Epstein. We have inspected photographs of numerous examples of this sculptor's work, including that of his sensational Christ, and we have no hesitation in calling him as big a faker as his critics. The *Times* critic described the figure as Byzantine, which is a fancy name for Turkish. The *Observer* critic (P. G. Konody) describes the head as negroid, which it most certainly is not. The *Sunday Times* man (Frank Rutter) sees in it "a slight suggestion of the Mongolian type." It may be possible for one man to resemble a Turk, a Negro, and a Chinaman; but we have our doubts. Personally, we would describe the sculptured face as distinctly Scottish. The hands are deliberately exaggerated in size, on the pretext of "emphasis." "Vagueness is no use," Epstein explained, "and for sculpture to carry a definite purpose it must be strong." That is clatter. Presumably the world's champion pedestrian ought to be sculpted with feet a yard long, on that reasoning. In the criticism of pictures and sculpture generally we have long been aware of a great deal of deliberate leg pulling. Familiar with the terminology of the ateliers, we say that much of it means nothing and never did mean anything. "Balance in composition" is an understandable requirement, and if we agree to it it rules out that non-sensical proposition of Epstein's, that sculptural art calls for such emphasis of a "salient" as may be got by giving the subject a pair of hands

like hands. "Values," the relative modifications of tone made necessary by varying lights, and the juxtaposition of certain colours, is also a technical term that has definite meaning and importance. Form and texture should be properly represented, which may be stippled by saying that any artistic representation should be "a good likeness." It is in this matter that the Philistine is usually quite right, and the affected critic hopelessly wrong. Music should be tuneful, and pictures to a certain extent (note the qualification) should be photographic. We grow weary of hearing studio parrots denying that a good photograph can be good art. We grow weary of the insistence upon "individuality," the obstruction of which in such cases as Epstein's gives us monstrous freaks, deliberate insincerity and pose. "Impressionism" is permissible for its human interest, but it is not the principal function of true art to give us the personal point of view of the cock-eyed. It should give us before all else what is universally true. One of the decadents raised a laugh by denouncing Nature as dreadfully inartistic. That should have given the game away; but it didn't. Quite a lot of parrots have repeated variations of it as serious axioms. The motive of all this affectation of art in art is childish vanity, its endeavour to make art a mystery, instead of a primal simplicity that any normally clear-sighted person can understand. "Technique" means nothing more than that a simple job, in addition to being done adequately well, has been done neatly; but to hear them talk you would get the impression, as you are meant to do, that it is some esoteric quality that must be imperceptible to the uninitiated. Let us present the position familiarly. In order to have eminent men, you must have inferior persons. Where the eminence and superiority cannot be achieved by genuine climbing, there is a short cut, which consists of manufacturing the necessary inferences. The fashionable drawl, or clippin', or slang, or gurgle, or "speech polite," is a device to establish "outsiders" who will be known by their plain speech. In a little while, outsiders desiring to be insiders, will imitate the fashionable speech, which will then be dropped in favour of some newer freak. That process has gone on in art, too, and accounts for the detestable humbug of affected criticism against which we are protesting. In drawing they speak of "good lines" or "beauty of line." All lines are good; that

between them and the tramlines stood a group of chattering coolies. The coolies were so engrossed in their argument that they forgot when it came, startled them. In dodging backwards in response to the clanging of the gong, they pushed the two ladies into the sea. Fortunately for the ladies the tide was up, and they got nothing worse than spoiled clothes and a fright. In branches of the Civil Service and pensions, where promotion is by seniority, the Government, in order to obtain the best service, should insist on punctual retirement by those who have arrived at the retiring age. This would encourage the younger men with better prospects, and it would not be unjust to the seniors, for it is quite possible for one of the limpets to be better off at Home on his pension than on the wage he gets for carrying on. In the police, for instance, if you deduct the pension he has earned from the pay he draws, you may find an old inspector working for the equivalent of a constable's pay. In the past, of course, it has been a byword, that the Government has gained by encouraging the limpets. They bury them in Happy Valley, and save the pension.

## ADVERSARIA.

Perhaps the current POLICE PAY impression among civil servants that the new rates of pay represent an

"Irish rise" will be modified or even abandoned when the full effect of the new scale is appreciated. So far we have been able to trace the net result only in one case, that of the Police Constable, who, we find, gains forty per cent., on which we congratulate both him and the Government. He certainly deserved it and needed it. If the comparative figures we have asked for work out like that all round, we shall have to air not grumbles, but general satisfaction. We printed a letter from R. Dupper, yesterday which seemed to make it clear that the educational department is left, as usual, out in the cold. It needs far more brains and study to be a good teacher than a middling Chief Justice. Compare the emoluments. But things like that we know must be in any well organized Society. Compare the remuneration for a lawyer's letter and for a column of Adversaria. The lawyer gets an automobile and a set of golf clubs and a bank account; the Adversarian gets a bare living, a bad name, and the hatred of a decent people. The only advantage he has is that he will certainly go to Heaven when he dies.

The three cardinal sins in Buddhism are Raga, Dosa, and Moha, or sensuality, ill-will, and intellectual sloth. On the path to emancipation, these must be dropped. The elimination of all desire is not taught; that is a stupid European misinterpretation. Transmigration is not taught; that belongs to an older Indian faith. Individuality now or hereafter is an evil. As the quite simple formula of Right Thinking has it, the feeling of individuality is the basis of sorrow. Individuality implies a synthesis, a putting together. Synthesis implies becoming. (Nothing ever is but always becoming). Becoming implies a change to difference. A becoming different involves a partial passing away, or dissolution, which ultimately is death. The gratification of the ego, the craving for personal immortality, for material prosperity, is the desire that is deepest harmful, and to be replaced by the passionless contemplation that produces the good Buddhist and puts him in the middle path. Few there be that can find it. Raga, dosa, and mohā being the common lot, therefore compassion (love) becomes a further duty of the enlightened. It is ill-will and intellectual sloth that chiefly continue to make the world unhappy. Sorrow for the sorrowful, joy for the joyous, and equanimity for himself, is the way of the enlightened, and the curative example for the rest. Herein are included and denounced the Ten Bonds, the Four Intoxications, and the Five Hindrances, the elimination of which produces Nirvana, the death of self, the end of the sense of separateness. Not asceticism, which is still as much egotism as is sensualism, not indifference (which is a fruit of mohā) but selfless immersion in life, is the pure doctrine. But in the average man, nearly all the religions, owing to that dreadful

One story is "good" till another is told. These notes begin to-day with one congratulating the police on their better pay. It is the wearing of the shoe who knows where it pinches, and a percentage on paper may be different in the purse. A £100 policeman has been drawing the temporary allowance of 40 per cent., at exchange 1s-9d. His new income of 60 per cent. seems based on a two shilling exchange, and the net result to him, it is said, is a monthly decrease of seven dollars. Damn! We wish the Government would awake to the fact that it cannot possibly pay to go cheeseparing like that with this super-important body of men, who ought to be paid so that they are content. Discontented police must be a poor investment. £160 at 2s. is \$133 a month, for a white sub-inspector! Who can pretend to believe that that is a fair living wage, especially as the boot allowance, etc., is more of an insult than anything else.

## TENNIS FIXTURES.

Subject to weather and ground condition, the following matches have been arranged for—

Wednesday, 12th May. Ng Sze Kwong and A.B. Rungshu v. S.A. and O. Rungshu. Semi-Final Doubles Championship.

Thursday, 13th May. Major and Mrs. Greenaway v. Major Bowen and Mrs. Timmins. Final Mixed Doubles.

Friday, 14th May. M.W. and M. K. Lo v. J. Stalker and E. Abraham. Semi-Final Doubles Championship.

## LOCAL AND GENERAL.

To-day's dollar is worth 4s. 2½d.

The s.s. "Aratoo Apar," of the British-India-Apar Lines, sailed for Shanghai to-day at daylight.

The s.s. "Nora," P. & O. Steamship Lines, left to-day at noon for London and Antwerp via ports.

The s.s. "Orna," of the British-India-Apar Lines, will sail at 4 p.m. to-day for Calcutta by way of the Straits and Rangoon.

The s.s. "Dryden," a Shipping Board cargo-carrier, operated by the Admiral Line, combined with the Barber Lines, is scheduled to sail for New York and Boston, by way of the Panama Canal to-day.

The French Government has awarded the decoration of Chevalier of the Legion of Honour to Mr. E. C. Wynne, Secretary of the American Embassy at Tokyo. This honour is in recognition of Mr. Wynne's war services with the American Army in France.

A report is current that the Ministry of Education is considering a Japanese loan of \$2,000,000 for the purpose of placing the Government students abroad in funds. It is stated that owing to the failure of the Government to remit punctually, these students have found it extremely difficult to continue their study.

Captain Mackenzie's second attempt to make the flight from Peking to Tientsin was successfully accomplished on Labour Day, the Avro flying to Tientsin in 45 minutes, and coming back in the same time, after Tientsin had been driven to a thrilling nose dive. The pilot was accompanied by Mr. K. Y. Wei.

John Wilson, who was yesterday arrested by the Wanchai Police for being drunk and incapable, and allowed out on bail of \$10, failed to answer when his case was called before Mr. R. O. Hutchison, this morning, and his bail was estreated. Inspector Kent explained that defendant was given such a high bail, because he was an old offender, having been brought to Court before.

Charged before Mr. N. L. Smith at the Magistracy, with the theft of a quantity of clothing from a house in Gough Street, a Chinese pleaded "guilty," and said he took the things because he was out of employment, and had no money to buy food. The Police proved a previous conviction for a similar offence, and the Magistrate passed sentence of three months' hard labour.

Inspector Aris this morning charged a Chinese with the theft of a quantity of gypsum from the Cement Works at Hongkong. The defendant said the stuff was given to him to carry by a man employed at the Works. The man was produced, but denied all knowledge of the matter. The Inspector said there was no doubt that the stuff was given to the defendant by some one inside the Works. His Worship agreed and passed sentence of three weeks' hard labour.

## POLICE ADMINISTRATION CHANGES.

Important changes in our local police administration are being made, the system of sub-divisions being extended to the whole Colony. The strength on the island will be 746, comprising 451 at Central, 21 on the new Upper Level patrol, 17 at the Peak, 112 in the Western Division, 78 in the Eastern Division and 47 at Shaikwan. The force for Tsimshatsui, Water Police and New Territories South Divisions will be 74, for Yau-mat 82, for Hunghom 45, and for the New Territories North 129, a total of 330. Each of the divisions will be in charge of a Divisional Inspector, who will have authority to re-inforce any stations at which there is trouble from other stations in his division. It is hoped by this power being given to Divisional Inspectors, to prevent the draining of reserves from Central and to enable small outbreaks to be coped with immediately without previous reference to headquarters. A Superintendent will also be attached to the divisions having similar powers with regard to the movement of reinforcements as the Divisional Inspectors. The new ranks for Europeans, eliminating that of Police Constable, have already been created and general satisfaction has been expressed.

## A PARENT'S DUTY.

YOUR boy is always getting scratched or cut or bruised. Because these wounds have healed all right is no sign they always will. Get a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You can get nothing better, and blood-poison is too dangerous a disease to risk. For sale by all Chemists and Storekeepers.

## ACROSS THE ATLANTIC.

IN A MOTOR-BOAT.

A representative of the *China Mail* was greatly interested some days ago on inspecting several models of the famous "Scripps" Marine Motor, which is handled in this Colony by Messrs. Alex. Ross & Co., who are also the Agents for South China and Indo-China.

The "Scripps," it may be remembered, was the motor which supplied the power for the small Motor Boat "Detroit," which, captained by Thomas Fleming Day, the Editor of "Rudder," America's leading Yachting Magazine made her record breaking voyage across the Atlantic.

This small Motor Boat, smaller by far than the average Hongkong Launch, started from Detroit (on the Great Lakes) and voyaged through the Lakes, Rivers and Canals to New York, no mean feat—but in reality only a preliminary run in preparation for the real thing. From New York she crossed the Atlantic Ocean, ran up the English Channel and crossed the stormy North Sea to Petrograd. Truly a wonderful feat for a frail boat equipped with a small internal combustion engine.

Thomas Fleming Day, in referring to this voyage, says: "The Detroit's Motor was not, as most people imagine, a special machine. It was simply a stock motor, exactly the same as those sold to the public. We were at first dubious as to whether this small motor would stand up on our long voyage. We decided that if it ran satisfactorily on our trip to New York, it would also function well on the longer trip across the Atlantic. Our idea was justified. During the long run, subjected to all sorts of conditions, never once did this marvellous engine even falter. During my watch below I came to spend nearly all my time in the engine room, examining the motor, and learning all that I could about it; while in the engine room, it gradually came to me as my marvellous grew, that I would in my mind say to this motor 'I will carry us all the way across without stopping' and it never failed."

This gruelling test, surely the greatest to which one could put a motor, should prove to the most skeptical person that the greatest feature of a "Scripps" is Dependability, which is the most important feature an engine could possess.

The writer was greatly impressed by the general appearance of these motors. In addition to building a motor of superlative performance, the Scripps Motor Co. has succeeded in turning out a motor that is pleasing to the eye—a combination rarely achieved. The general finish is black and aluminium. All casting is black and polished, not left rough, and covered with thick enamel, as is often done by manufacturers.

A excellent feature of this motor is great ease of operation. A neat centralized control is embodied on a compact instrument board, mounted between the motor proper, and the reverse gear. This carries spark and throttle controls, carburettor choke, oil pressure gauge and the necessary electrical instruments. The pump and all piping connections, as well as water jackets, are designed to withstand the action of salt water. Foundation lugs are arranged that engine timbers may pass the flywheel without notching.

All the models inspected on this occasion were equipped with Lecc-Neville, two-unit, starting and lighting system, and accumulators. With this system, starting is effected by pressing a small button; in fact a five-year old child may start and control a 75 H. P. Scripps Motor! This system will also supply current for electric lighting on a launch. All models are equipped to burn kerosene, another feature worthy of notice. The writer was fortunate enough to be present at the trial trips of a 26-foot *Express Launch* recently delivered by Messrs. Alex. Ross & Co. to Saigon. This launch is equipped with a 25-35 H. P. Scripps and gave remarkably satisfactory results. On a measured distance, both ways, it averaged 14 knots. Fuel consumption was remarkably low. The control the operator had over this launch appeared to us to be the most noteworthy feature, in fact, it seemed to be as easy to handle as most Motor Cars.

When the paraffin was turned on in place of petrol, no difference was evident, either to the casual observer, or to the engineer equipped with revolution indicator.

Several drawings were shown the writer of Scripps equipped launches, one in particular equipped with a dashboard similar to a Motor Car impressing him greatly. The engine is right forward under the deck, this compartment being divided (by a water tight bulkhead) from the rest of the ship, fresh air being assured by several neat cow ventilators. Steering is done by means of an automobile wheel on the bulkhead where are also mounted all controls, including electric starter, reverse gear lever, oil pressure gauge, ammeter, switches, air choke, and fuel valves.

Passengers are accommodated in wicker chairs in the after-cockpit, and are sheltered by an automobile top and side curtains. Truly a comfortable and easily operated Day Cruiser. The whole boat does not exceed thirty feet in length.

## SANITARY BOARD MEETING.

A meeting of the Hongkong Sanitary Board was held yesterday afternoon. Mr. G. R. Sayer presided, and there were also present the Hon. Mr. W. Chatham, and the Hon. Mr. E. R. Hallifax. Colonel Humphrey, Dr. Koch, Dr. Ozorio, and Messrs. S. W. Tso, C. G. Alabaster, Chow Shou-sen, Dr. Pearce (M.O.H.), and Mr. C. N. W. Reynolds (Secretary).

The following questions were asked by Dr. Ozorio—

(1) Will the Government accelerate the completion of the roads around Homeinton as in their present conditions they contain pools which may breed mosquitoes?

(2) Does the Government contemplate the creation of the post of Factory Inspector? If so will the post be open to women?

(3) Will the President appoint a sub-committee to study the need or otherwise of building concrete dustbins in the smaller lanes so as to facilitate the scavenging of the Colony?

(4) Has any answer been received from the Government to the report of the sub-committee of the scavenging of the Colony? If so, why has it not been laid on the table?

The Chairman replied—  
1. The Honourable Director of Public Works kindly allows me to say that instructions have been given for the acceleration of this work.

2. If by Factory Inspector is meant an Inspector whose duties are to ensure the sanitary maintenance of factories and workshops, all Inspectors on our staff may be so described. It is not intended to replace them by women. But the matter will be kept in mind in the occurrence of vacancies. If the term has reference to the Home Factory Acts and is intended to cover the health employees and cognate matters, I am authorised to state (although the matter is somewhat beyond the scope of the Board) that the question of Industrial Employment of children is under consideration, but the Government does not contemplate at present the creation of a post of Factory Inspector. The second question in this case therefore does not arise.

3. If the Board as a whole desires to refresh its memory on a well-beaten subject, I shall be glad to appoint a sub-committee.

4. The report of the sub-committee appointed on Dr. Ozorio's motion 4/2/19 was laid on the table after circulation on 24/6/19. It has not yet been adopted by the Board.

Inspector Strange and Overseer Lligores were authorised to enter premises and inspect and seize unwholesome food in accordance with section 83 of the Public Health and Building Ordinance No. 1 of 1903.

## BOY KILLED BY MOTOR CAR.

CAR.

VERDICT OF ACCIDENTAL DEATH.

As reported in yesterday's *China Mail*, Mr. R. O. Hutchison, in his capacity as Coroner, and a Jury composed of Messrs. T. G. Paterson (foreman), H. W. Weyler and L. R. Hildeson, held an enquiry, at the Magistracy yesterday afternoon, into the circumstances attending the death of an eleven-year-old Chinese boy who was knocked down by motor car No. 204, in Queen's Road East, on the afternoon of April 23.

After Dr. D. J. Valentine, Acting Superintendent of the Government Civil Hospital, had given evidence as to the nature of the injuries received, and had attributed the cause of death to fracture of the skull and hemorrhage, the chauffeur of the car gave evidence. He said he was driving the car, going East to West, along Queen's Road East, on his way back to the Garage, on the afternoon of April 23, when the accident occurred. As he passed the entrance of Gresson Street, the deceased suddenly rushed out of the side walk, and dashed in front of the car. He immediately applied the hand and foot brakes, but it was impossible immediately to stop the car, and travelling a few paces more, it struck the boy, felling him. The left front wheel passed over the child's body before the car came to a stand still. Witness immediately jumped off and lifting the boy up, he placed him in the car and removed him to the Government Civil Hospital. On his return to town, he made a report of the accident at the Central Police Station.

The Jury returned a verdict of "accidental death," and exonerated the chauffeur from all blame.

## VOLUNTEER DEFENCE CORPS.

ENGINEER CO. ELECTIONS.

The *China Mail* understands that the election for the officer and N. C. O.'s of the Engineer Company, H. K. V. D. C., last evening resulted as follows: Lt. Wright, Sgt. Krooch, Corporals Fitzgibbon and Tickle, Lance Corporals Brown, Bolt and Dillon.



## TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

## GREECE GETS MOST OF TURKEY.

## ARMENIA HAS INDEPENDENCE AND A SEAPORT.

PARIS, May 10.

Le Journal says the Turkish treaty provides for the restriction of Turkish territory in Europe to the extreme point of the peninsula whereon Constantinople is situated. The remainder of European Turkey, including Gallipoli, is handed over to the Greeks. Armenia, comprising the provinces of Van Mouk and Bitlis and part of the province of Erzerum is granted complete independence, with a sea outlet at Batumi, which will be internationalised. The Turks are allowed an army of fifty thousand only.

With regard to spheres of influence, France secures Cilicia, and Italy the vilayets of Konia and Adalia and a large part of the coalfields of Heraklea. The custody of the holy places is entrusted to a British commission under the League of Nations. The League will also protect minorities.

LONDON, May 11.

The Times correspondent at Paris states that in the Turkish treaty the Allied commission is given absolute control of the Dardanelles and the Bosphorus, while the Mosul is included in the British Mesopotamian mandate.

## CRIME.

LONDON, May 11.

The three masked men caught cutting off girls' hair were given the maximum possible punishment of six months' imprisonment.

Six men were sentenced to a month for cattle driving in Galway, where it is declared that the most lawless state has existed all over the country. No man's property is safe. Meanwhile big cattle drives are continuing unabated. Hundreds of men armed with bludgeons are participating in daylight raids. In some parts of the country the utmost congestion and confusion prevails on the highroads.

A patrol consisting of four members of the constabulary attached to the Timoleague police station in County Cork was ambushed. A sergeant and two constables were shot dead. The other constable was badly wounded.

## THE PRINCE'S TOUR.

NELSON, N.Z., May 10.

The Prince of Wales' reception in the south island was equally enthusiastic as in the north. Landing at Pictou, he had splendid receptions on the entire route to Nelson where an immense gathering ovated him.

## BUSMEN ON STRIKE.

LONDON, May 10.

A ballot of London busmen on the company's offer of a six shillings a week rise resulted in a 3 to 1 majority against acceptance. The busmen claim that six shillings will not meet the increased cost of living.

## CRICKET.

LONDON, May 10.

Surrey beat Warwick by an innings and 239. Hobbs scored 122. Essex beat Northants by ten wickets.

## ARABS MAKING TROUBLE.

LONDON, May 11.

The Times correspondent at Haifa says the Arabs are raiding Christian villages in the French zone south of Tyre. Five hundred were massacred at Ainbil. The refugees are pouring into the British area.

## CIVIL SERVANTS' SALARIES.

## SANITARY DEPARTMENT.

The following rates of salary have been approved in respect of the Hongkong Sanitary Department.

Medical Officers of Health £500 to £1,000 by £25 annually.

Colonial Veterinary Surgeon £600 to £800 by £25 annually.

Secretary £350 to £560 by £10 annually.

Two Senior Sanitary Inspectors £400 to £480 by £20 annually.

Fourteen Sanitary Inspectors First Class, £320 to £360 by £10 annually.

Eighteen Sanitary Inspectors, second class, £220, to £300 by £10 annually.

All Inspectors are entitled to free quarters.

Inspectors Lambie and Lyon go into the senior grade.

Inspectors now on dollar salaries and Inspector Fisher are given the option of entering the first class or of continuing on their present salaries with non-pensionable allowance of 20 per cent added.

If any officer elects to remain on his dollar salary, his pension will be paid at fixed exchange 3/8, whatever the actual rate of exchange may be.

The officers concerned should be informed that the decision which he now make cannot hereafter be reconsidered; provided that in the case of a vacancy in the senior appointments the officer promoted may take the sterling salary of the appointment.

Inspectors now on the scale £240 to £270 go into class I.

Inspectors now on the scales £165 to £220 and £220 to £230 go into class II.

The Senior Medical Officer of Health loses his house allowance and comes under the rent allowance scheme.

The s.s. "WALLA-WALLA" BOAT to your ship. Phone No. 3516.

## LT. COL. ROGAN.

## THE KING'S FAREWELL TO RETIRING MUSICIAN.

Lt-Colonel J. Mackenzie Rogan, director of music of the Coldstream Guards and senior director of music of the Brigade of Guards was received privately by the King at Buckingham Palace on his retirement after nearly 54 years of Army service.

Lt-Colonel Rogan wore a number of medals and decorations, to which the King added that of a Commander of the Royal Victorian Order.

The veteran was with the King for more than half an hour. He thanked Lt-Colonel Rogan for his prolonged and unique service and wished him every possible happiness and prosperity in his retirement.

The King remarked that his visitor would probably find it unbearable to abstain altogether from work after such a busy life, and asked him how he proposed to spend his time.

Lt-Colonel Rogan replied: "I have not quite made up my mind what to do, but I can promise that I will never do anything to bring discredit on the uniform which I have been so proud to wear."

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## STRAITS POLICE FORCE.

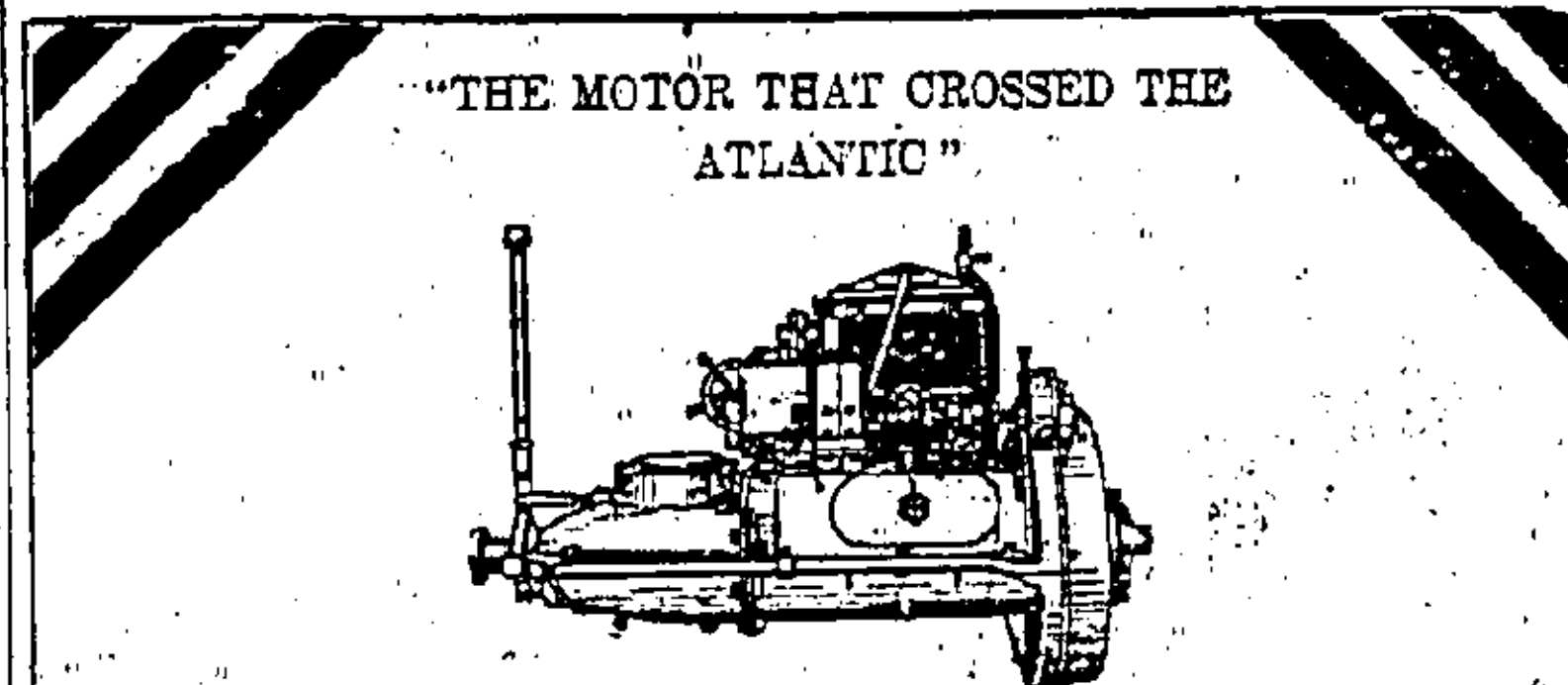
A bill is about to be introduced into the Legislative Council to consolidate and amend the law relating to the police force. Except for minor amendments the bill consolidates several ordinances dealing with the constitution, powers, duties and discipline of the force. One of the principal amendments will permit an enrolled police officer, on the expiry of his first period of service, to continue in the force on a contract of service from month to month. Hitherto such officer had to bind himself for definite periods. A new section provides for the creation of a volunteer police reserve for service in each Settlement. The service is to be purely voluntary and any British subject, other than a member of the Army or Navy or Defence Force, may volunteer for service. Provision is made for calling out for service in case of actual or apprehended riot or invasion. Another section authorises the grant of pensions or gratuities not exceeding \$2,000 to reservists disabled on service and to widows and families of those killed on service. Officers and members of the police reserve when called out for active service are given the same powers, rights and immunities as members of the police force. Provision is made for the grant of gratuities or other relief to dependants of enrolled police officers. At present there is no legal authorisation for such a grant to dependants of such officers killed in the discharge of their duties. The assignment of pensions is prohibited and provision is made for their termination on bankruptcy or conviction on a criminal charge.

## KINEMA NOTES.

## HONGKONG THEATRE.

An exceptionally fine picture entitled "Mr. Logan, U.S.A." portraying incidents of the Secret Service, forms the main attraction at the Hongkong Theatre for this portion of the week. The story deals with the efforts of agitators to promote discontent during war time among the miners, among whom is a secret service man whose business it is to foil their machinations. He is condemned as a slacker by the lady of his heart but eventually proves to her that he is ably fulfilling his duty to his country. This part of the plot is developed in a novel way and is bound to command interest. The film will continue up to Friday.

## TO-DAY'S NEW ADVERTISEMENTS.



## The Scripps Marine Motor STANDS PREMINENT.

IN THIS SUPERLATIVE MOTOR EASE OF OPERATION HAS BEEN BROUGHT TO SUCH A POINT THAT A FIVE YEAR OLD CHILD CAN START AND OPERATE A 75 HORSE POWER MOTOR!

STOCK ALWAYS ON HAND.

ALEX. ROSS & CO.  
25-DES VOEUX RD C  
TEL 27  
GARAGE KOWLOON  
TEL K417

## THE ENEMY WITHIN OUR GATES

Is more dangerous than the Kaiser's Army.

TOM MIX

proves this in a

WILLIAM FOX

Victory Picture

Mr. LOGAN

U. S. A.

HONGKONG THEATRE

Commencing To-night

at 8.15 sharp.

Book your seats now.

## MY! MY! HOW CARELESS!

A motorcyclist collided with a ricksha, cooie yesterday afternoon on Des Voeux Road Central, but without serious results to either. The ricksha cooie, however, complained to the Indian policeman on duty, and a small crowd soon gathered around the motorcyclist, (a European), the cooie, and the policeman. The latter, instead of acting promptly either one way or the other, indulged in an *ex officio* hearing of the case in the street, as seems to be a habit of his kind, thus causing a large crowd to collect. A private ricksha was passing along the street at the time, with a Chinese male passenger inside, the cooie of which became so engrossed in the scene of the arrest, as he trotted along, that he lost his grip on the shafts. Up went the shafts and flat on his back, still in the ricksha, went the passenger. Several people ran forward to right the vehicle, the passenger was seen to be unhurt, and the cooie, collecting his scattered wits, resumed off with his passenger, whose sole injury was a mud patch on the back of his silk gown.

The Police evidently did not find anything worth while in the affair which caused all the commotion, as it was not registered this morning.

## DELINQUENT JURORS.

Messrs. L. A. V. Ribeiro and G. J. Pilger, who were yesterday summoned to serve on the jury in connection with the inquest concerning the death of the Chinese boy who was knocked down by a motor car in Queen's Road East, and who failed to attend Court, were brought up before Mr. R. O. Hutchison, at the Magistracy this morning, to shew cause why they should not be charged with contempt of Court. Ribeiro said he went to the Supreme Court, thinking that he was wanted there, and was directed to the Police Court by the Court usher. He arrived in Court a quarter of an hour later. His Worship discharged the defendant with a caution and warned him that he would have to serve on the jury at the next inquest. Pilger said he lost the circular, and did not know what time he was wanted. He turned up at 3.15, thinking that was the time mentioned in the circular. A fine of \$10 was imposed.

Two new Launches are being built for the "WALLA-WALLA" Boat. Phone No. 3516.

## TO-DAY'S ADVERTISEMENTS.

## HONGKONG CRICKET CLUB.

## TENNIS TOURNAMENT.

SUBJECT to weather conditions the following dates have been fixed:—

Final Open Championship Singles, TUESDAY, 18th May.

Final Open Championship Doubles, THURSDAY, 20th May.

Challenge Round Open Championship Singles, TUESDAY, 25th May.

RESERVED SEATS may now be booked by Members and Subscribers in the Pavilion, except between the hours of 4.15 and 6.30 p.m.

The lists will remain open at the Pavilion until FRIDAY evening, 14th May, after that date they will be transferred to Messrs. MOUTRIE & CO. PRICE \$1 each.

L. S. GREENHILL.

Hon. Secretary.

Hongkong, May 12, 1920.

## PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, (on account of THE CONCERNED),

## ON FRIDAY,

May 14, 1920, at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of

Ice House Street.

A number of Books

on China, Japan, Travel, History, Mechanics, &c., &c., &c.

Terms:—Cash. HUGHES & HOUGH, Auctioneers.

Hongkong, May 12, 1920.

(FOR ACCOUNT OF THE CONCERNED),

## ON FRIDAY,

May 14, 1920, at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of

Ice House Street.

SUNDAY

Valuable Household Furniture, &c., &c., &c.

(Reserved to Sales Rooms for Convenience of Sale), comprising:—

Wardrobes, Washstands, Dressing Tables, Dining Table, Sundry Cupboards and Glass Ware, &c., &c., &c.

Terms:—Cash. HUGHES & HOUGH, Auctioneers.

Hongkong, May 12, 1920.

(FOR ACCOUNT OF THE CONCERNED),

## ON TUESDAY,

May 18, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of

Ice House Street.

A Small Consignment of

WHITE GOODS, &c., &c., &c., comprising:—

Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Doilies, Table Cloths, Linen Damask Serviettes,

A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases.

Also

Two Pairs Prismatic Binoculars. (All new goods and in small lots.)

Terms:—Cash. HUGHES & HOUGH, Auctioneers.

Hongkong, May 12, 1920.

(FOR ACCOUNT OF THE CONCERNED),

## ON TUESDAY,

May 18, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of

Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c., &c., comprising:—

Chesterfield Sofas, Arm-chairs (new) Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, &c., &c., &c., (fumed Teakwood), Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, &c., Dinner Service, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets new and second-hand.

Also

Four Pianos, One Enamelled Bath, Camera, &c., &c., &c., (Full Particulars from Catalogue).

Terms:—Cash. HUGHES & HOUGH, Auctioneers.

Hongkong, May 12, 1920.

## NOTICES.

## "JUST TO HAND"

## REGULATION BASKET BALLS

## REGULATION VOLLEY BALLS

## REGULATION BASE BALLS

FOR OUTDOOR

AND INDOOR USE

## PUNCH BALLS

ETC.

## SPECIAL TERMS

TO

## CLUBS, COLLEGES and THE SERVICES LANE, CRAWFORD &amp; CO.

## COLUMBIA DANCE RECORDS.

- |        |                                    |                                  |
|--------|------------------------------------|----------------------------------|
| A 2639 | (Hindustani Meow)                  | Fox Trot Violin & Piano          |
| A 2297 | (Ludiana, Darktown Strutters Ball) | One Step "Jazz Band"             |
| A 2327 | (Beale Street, Lily of the Valley) | Princes Orchest                  |
| A 5919 | (Broken Doll, Biltmore Waltz)      | One Step "Fox Trot Princes Band" |

## THE ANDERSON MUSIC CO., LTD.

18, DES VOEUX ROAD:

TEL. 1288

## NOTICE OF REMOVAL

We have this day REMOVED our GARAGE to No. 161, Des Voeux Road Central, (next to Sincere Co., Ltd.)

## BREEZY GARAGE.

Phone 2499.

Hongkong, April 3rd, 1920.

## FANCY BATHING CAPS

Various Styles at Low Prices.

## COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1977.

## TANSAN

What is TANSAN? Why! The famous Japanese Natural Mineral Water.

## "THE CHOICEST OF ALL CHOICE WATERS"

TANSAN is a NATURAL TONIC.

TANSAN is a DELICIOUS DRINK.

TANSAN is ABSOLUTELY PURE.

TANSAN is an AID TO DIGESTION.

TANSAN does NOT LOWER THE SYSTEM.

TANSAN is a PICK ME UP.

TANSAN has NO EQUAL.

TANSAN is FREE FROM BACTERIA.

If you have never tried TANSAN do so AT ONCE.

Taste it alone, mix it with your WHISKY, try it with

MILK, and remember you are drinking

## "The Choicest of all Choice Waters."

## TANSAN

Beware of spurious imitations which are unpalatable and dangerous.

See that the label bears the name of

CLIFFORD WILKINSON.

Tansan can be obtained at all 1st Class Hotels in the Far East.

Awarded Gold Medal at Anglo-Japanese Exhibition.

## SOLE AGENTS:

HANDE, PRIOR & COMPANY, LTD.,

Tel. No. 128.

6, QUEEN'S ROAD, CENTRAL.



## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

## SAILINGS:—

To Macao daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)  
From Macao daily at 8.30 a.m. and 2 p.m. (Sundays at 6 p.m.)

Police Permits to leave the Colony are not required.  
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

STEAMSHIP SERVICES.  
FOR NEW YORK via Panama Canal.

## S.S. "BOLTON CASTLE"

Sailing about end of May.

## LLOYD TRIESTINO

FOR BRINDISI, VENICE & TRIESTE

## S.S. "AFRICA"

Sailing about 31st May.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "RIJUN MARU"

Sailings on or about 13th May.

FOR JAPAN.

## S.S. "SAMARANG MARU"

Sailing on or about 9th June.

## OCEAN TRANSPORT Co., Ltd.

(TAIYO YAMEN KAISHA.)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN PORTS with transshipment at CALCUTTA.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES

For Freight & Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

## IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1890). SINGON & CO. (TELEPHONE 515).

## O. S. K.

## OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG

BURG—Monthly direct service via Singapore and Port Said.

HAVRE MARU (Call Marseilles).....Tuesday, 8th June.

HIMALAYA MARU.....Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

PANAMA MARU.....Friday, 28th May.

SEATTLE MARU.....Middle of July.

BOMBAY & COLOMBO—Regular fortnightly service via Spore.

SIAM MARU.....Friday, 14th May.

LUZON MARU.....Saturday, 15th May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

UNKAY MARU.....Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUKI MARU.....Monday, 7th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

AFRICA MARU (Call Manila).....Wednesday, 26th May.

CHICAGO MARU (Call Manila).....Saturday, 5th June.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

ATASKA MARU.....Monday, 24th May.

JAPAN PORTS—Moj, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAJO MARU.....Sunday, 16th May.

TAKAO via SWATOW and AMOY.

ROSHU MARU.....Thursday, 20th May.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

THE CHINA & AUSTRALIA S. S. CO. LTD.

For MELBOURNE & SYDNEY, via MANILA, SANDAKAN & QUEENSLAND PORTS.

"HWAH PING".....Sailing on or about..... June 21st.

"VICTORIA".....Sailing on or about..... July 2nd.

(Sailing at Port Darwin).

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO. LTD.

112 Cornhill Road Central. Agents.

## SHIPPING

## C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

SHANGHAI ..... SAILING ..... May 13, at Noon.  
SHANGHAI & TIENTSIN ..... May 16, at 4 p.m.  
WEIHAIWEI, CHEFOO & TIENTSIN ..... May 18, at 10 a.m.  
HOHAIW, FAKHOI & HAIPHONG ..... May 18, at 10 a.m.  
SWATOW & BANGKOK ..... May 18, at 10 a.m.  
AMOY, SHANGHAI and PUKEW ..... May 18, at 10 a.m.  
MANILA, CEBU & ILOILO ..... May 23, at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation and ships. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"EDMORE".....About May 14th.

"CROSSKEYS".....About June 10th.

"ICORUM".....About June 28th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

"MONTAGUE".....About June 15th.

"WABAN".....About June 23rd.

"ABERCOSS".....About July 10th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

## SERVICE TO UNITED STATES

## NEW YORK and/or BOSTON.

Via Panama.

S.S. "DRYDEN" Sails about May 28th

S.S. "WYTHEVILLE" Sails about June 29th

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.,

## THE ADMIRAL LINE.

TELEPHONES

AGENTS.

5TH FLOOR

2477 & 2478.

HOTEL MANSIONS.

## LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

## HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DEPARTURES ..... SAILING FOR LOS ANGELES ..... ABOUT

S.S. VINITA ..... May 25 ..... S.S. VINITA ..... May 27.

S.S. WEST HIXON ..... June 10 ..... S.S. WEST HIXON ..... June 12.

S.S. WEST MONTOP ..... July 10 ..... S.S. WEST MONTOP ..... July 12.

Through Bills of Lading to all U.S. and Canadian Overland Points;

no Transshipment en route.

Ships in connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—Kobe, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE—Princes Buildings, Chater Road.

CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1062.

## TOYO KISEN KAISHA

## SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST and LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers ..... Tons ..... Leave Hongkong.

TENYO MARU ..... 22,000 ..... 27th May.

SHIBUKAWA MARU ..... 20,000 ..... 13th June.

SHINYO MARU ..... 22,000 ..... 17th June.

PEREIA MARU ..... 9,000 ..... 5th July.

KOREA MARU ..... 20,000 ..... 14th July.

8 From Kobe. \*Omitting call at Shanghai.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, BALBOA, OREZ, BALBOA,

CALLAO, ARIKA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers ..... Tons ..... Leave Hongkong.

KIYO MARU ..... 12,000 ..... July 12th.

ANYO MARU ..... 15,500 ..... Sept. 8th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

## FREIGHT SERVICE.

Direct Freight service to CUBA and NEW ORLEANS, via San Francisco, Balboa and the Panama Canal.

Steamers ..... Leave Hongkong.

CHORO MARU ..... May 23rd.

For all information as to rates, freight space, sailings, etc., apply to—

Y. TSUTSUMI, MANAGER,

Telephone 3374 and 33

## SHIPPING

## C. P. S. S.

## SAILINGS

## HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (\*Moj) Kobe & Yokohama)

STEAMERS ..... From ..... Due

Empress of Japan ..... May 28 ..... June 16

Empress of Asia ..... June 3 ..... June 21

Monteagle ..... June 8 ..... July 2

Empress of Russia ..... July 1 ..... July 19

Empress of Japan ..... July 20 ..... Aug. 10

Empress of Asia ..... July 29 ..... Aug. 16

Monteagle ..... Aug. 12 ..... Sept. 5

Empress of Russia ..... Aug. 28 ..... Sept. 13

Empress of Japan ..... Sept. 14 ..... Oct. 5

Empress of Asia ..... Sept. 23 ..... Oct. 11

Empress of Russia ..... Oct. 21 ..... Nov. 8

Monteagle ..... Oct. 26 ..... Nov. 19

Empress of Japan ..... Nov. 9 ..... Nov. 30

Empress of Asia ..... Nov. 18 ..... Dec. 6

Empress of Russia ..... Dec. 18 ..... Jan. 3

Passage Rates Hongkong to United Kingdom.

Empress of Russia ..... Gold 8,000 Tons Reg. Gold

18,500 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia ..... \$603 ..... \$535

18,500 Tons Reg. 6,163 Tons Reg.

\*Rates and sailings subject to change without notice.

For Fares and other information please apply to

HONGKONG OFFICE.

Telephone 722. Cable Address: OACANTAC.

CANADIAN PACIFIC

OCEAN SERVICES

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,500 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

June 2nd 1920. June 19th 1920. May 23rd 1920.

AN UNPARALLELED HIGH CLASS

PASSENGER SERVICE.

O. H. RITTER, Tel. Passenger Dept. 1294.

Princes Buildings, 100 Horse Street. Tel. Freight Dept. & Agent. 2151.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & POOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP ..... CAPTAIN ..... LEAVING.

HAIDONG ..... Capt. Ed. Walker ..... FRIDAY, 14th May, at 2 p.m.

HAIBONG ..... Capt. W. C. Passmore ..... TUESDAY, 18th May, at 2 p.m.

HAICHING ..... Capt. A. H. Stewart ..... FRIDAY, 21st May, at 2 p.m.

SWATOW, AMOY.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

## AMERICAN &amp; ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

## ORIENTAL AFRICAN LINE.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,

MANAGING AGENTS.

## "ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED:

For STEAMERS SAIL.

Subject to change without notice.

THE BANK LINE, LTD.

Or to REISS & Co., Canton. General Agents.

## NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

## AMERICAN &amp; MANCHURIAN LINE



## SHIPPING

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED  
SEA, EGYPT, EUROPE, &c.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"NORE"	5,700	12th May at Noon	London & Antwerp via Suez Port Swettenham, Penang, Colombo, Bombay, Port Said and Marseilles.
"DUNERA"	5,400	15th May	Singapore, Colombo & Bombay.

## BRITISH INDIA-APCAR SAILINGS (South)

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S. S.	Tons	From Hongkong (about)	Destination
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TAJIMA MARU (Calling Manila)	Wednesday, 20th June, at 11 a.m.	Seattle, Tacoma, Victoria & Vancouver.
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MISHIMA MARU	Thursday, 30th May, at Noon.	London & Antwerp.
SAO MARU	Friday, 28th May, at Noon.	London & Antwerp.
KITANO MARU	Friday, 11th June, at Noon.	London & Antwerp.

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Ship	From Hongkong (about)	Destination
KAMAEURA MARU	Friday, 28th May.	Liverpool & Marseilles.

## MELBOURNE &amp; SYDNEY via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

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Ship	From Hongkong (about)	Destination
INABA MARU	Thursday, 20th May, at 11 a.m.	Shanghai, Kobe & Yokohama.
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San Francisco via Shanghai, Japan &c.	Yonoseki	Pacific Mail S.S. Co.	On 13th June.
San Francisco via Shanghai, Japan &c.	Enosador	Pacific Mail S.S. Co.	On 13th June.
San Francisco via Shanghai, Japan &c.	Nile	China Mail S.S. Co., Ltd.	On 19th June.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 19th June.
Seattle, Tacoma, Victoria & Vancouver.	Edmore	The Admiral Line	On 19th June.
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Shanghai and Tientsin	Ten	Butterfield & Swire	On 19th June.
Calcutta via Straits & Rangoon	Tatsuno Maru	Nippon Yusen Kaisha	On 19th June.
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Keelung via Swatow & Amoy	Kaijo Maru	Onaka Shosen Kaisha	On 19th June.
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### THE FUTURE OF THE UNITED STATES MERCANTILE MARINE.

#### EXTRAORDINARY CONDITION OF AFFAIRS.

#### FAVOURABLE OUTLOOK FOR BRITISH COMPETITION.

[By C. D. P.]

There is no question at the present time of greater importance than that of the future of the British Mercantile Marine. We look westward and are more or less appalled by the progress made during recent years in the United States in the development of shipping. The writer is not connected in any way with shipping, and has no interest in the matter further than that of a citizen of the British Empire thoroughly imbued with the idea that upon our sea power—by which is meant the Royal Navy and the Mercantile Marine—the future success and prosperity of the Empire depends. Having recently returned from the States after a business visit of six weeks the feeling of pessimism has been replaced by one of optimism, as it can truthfully be said that all is not right with the United Mercantile Marine.

On the principle that "the onlooker sees most of the game" the writer kept his eyes and ears open for anything that came his way concerning the efforts of the United States to secure a larger share of the world's shipping. It is not proposed in this article to deal with the shipbuilding position in the States. Numerous articles have appeared in *The Journal of Commerce* proving that the shipbuilding industry is at present in a healthy condition, and that shipowners are placing considerable orders with the shipbuilders. It would be interesting to know to what extent this policy is intended to reduce the prices which the United States Shipping Board are asking for the ships they own, as it stands to reason that if shipowners are in possession of a certain number of vessels and do not rush in to buy those belonging to the Board the probability is that in six months' time the Board will reduce their prices in order to get rid of the ships.

The ships which composed the "Emergency War Programme" are not well found, as the one and only object at the time being output, workmanship was poor, and a very large percentage of the ships built during the war will have a very short life and ere long reach the scrap heap. On the outward voyage one of the ship's officers, who was a personal friend, informed the writer that on the ship's previous voyage eastward no less than ten "S.O.S." signals were received from U.S. ships. On arrival in New York the papers were full of the troubles which the U.S. transport "Powhatan" was experiencing and another vessel, the name of which has been forgotten, was reported having broken in two. Of course it may be said that these are ordinary sea risks, and very likely they are, and were accentuated by the wild weather which prevailed during the month of January, but it is safe to assume that there were more U.S. vessels in trouble than British. To substantiate this statement the following history of seven anonymous vessels chartered from the Shipping Board by an anonymous firm is given in full from the *New York Times*: "Vessel No. 1" reached its loading port November 29, two days after the contract date, and had to put into Colon after a small quantity of freight had been put on board because she was leaking. Though she was not fully loaded after returning to the loading port on December 28 before she had to go back to Colon for fresh water. She completed her cargo after returning to the loading port January 24 for her discharge port, but for some unknown reason put into Key West, left there for Charleston on February 1, and docked at her discharge port February 15. This history involved 45 days' undue delay at 450 dollars a day, or about 20,000 dollars. "Vessel No. 2" was chartered to be at her loading port September 15, but the charter was twice extended, and she reached

there 15th November. The charterers, without exact information, understood that the craft was delayed 30 to 45 days in Havre, because of a broken propeller, and after proceeding to Newport, England, for further repairs, was loaded with coal for Tenerife. After discharging this she reached the loading port February 16, five months overdue. The delay at 12,000 to 15,000 dollars a month is estimated at 60,000 to 75,000 dollars to the owners of the vessel. "Vessel No. 3" reached the loading port two days before it was due on October 20, but later was reported in distress, with leaking boiler tubes and only a small supply of fresh water, and after varying vicissitudes was still at Key West on February 26. This was a three months' loss, costing 30,000 to 40,000 dollars. "Vessel No. 4," after being chartered for January 25, left Norfolk on 12th January with coal, had to return because she was overloaded, and was so delayed that the firm entered into negotiations for chartering "Vessel No. 5." This boat sailed for the loading port on Jan. 25, ran aground, and was reported a total loss, and negotiations for "No. 4" were reopened. "Vessel No. 6" was chartered May 10 last, but underwent difficulties similar to those of "No. 2" because of a broken propeller and other need-for repairs. It left the loading port Oct. 14, and a few days later was a total loss by fire after an original delay of about ninety days. "Vessel No. 7" was chartered Dec. 13 for Jan. 5, and is the only one of the list reporting normal movement. She reported for loading Dec. 23, completed the discharge port Jan. 13, having accomplished the whole operation in approximately twenty-one days.

According to a leading article in the *New York Times* the tonnage of the United States Mercantile Marine is now over fifteen million tons, but it did not state whether the tonnage was net, gross or deadweight, and what proportion of it was built of wood and what was ocean-going. After quoting various figures the article proceeds: "The figures are not surprising to those who bear in mind that we have easily led the world in shipbuilding and navigation whenever we have given our minds to it. It is no truer, now that ships are built of iron, than when with our wooden clippers we outbuilt and outlasted the world, either as merchantmen or yachtsmen. It remains to be proved that our iron ship operation is worthy to be classed with our shipbuilding record, and we moderate our pride as we reflect that the outlook is foggy, if not actually discouraging. The only ships which can hold the seas permanently are those which operate at a profit, unless we are to assume a loss in the operation of shipping, rivaling that in operation of railways. If we have not yet built ourselves to a standstill, then it may be hoped that we soon either shall do so or discover how our tonnage 'going foreign' shall sustain itself. At present there is no policy on the subject, and hearings are now being held, which develop astonishing ideas of the uses to which ocean carriers should be put. No private capital will risk operation at the capital cost the Government puts on its shipping. Those who can place orders for ships to their liking at 175 dollars a ton will not pay the Government 50 dollars more, the present asking price. During 1919, according to American records, our registered shipping increased from 11,261,444 tons to 15,325,000, and the Government owns of our ocean tonnage, built at a cost of two and a half billions, on June 30, 1919, and the account is still rising. There is not even an implied criticism in the record. But surely it is prudent to ask what we are going to do about it, and it may be as patriotic as it would cost to vanquish the enemies of the human race, but whether it could be done at whatever cost, looking ahead, the question recurs: What shall we do with our white elephants? The Midwest, Gulf, and South Atlantic Transportation Company, filed at Washington a bill against the sale of Government shipping until such trade routes, as our national interests may

require, have been permanently established." Houston testified that it is being developed rapidly with the aid of allocation of Government ships to export cotton. That is not new business, but diversion of business, mostly from Galveston, and perhaps to a smaller extent from New York. As a war measure it is beyond criticism, but as a permanent policy it takes on a dubious aspect. The argument is that the Southern States subscribed for the Liberty bonds, which paid for the Government shipping, and that in ten years they would buy the ships. If they would guarantee to buy the ships at that time the bargain might be struck, but, lacking a guarantee, we confess fears that the cost of the operation would be added to the cost of the shipping. The views of owners of shipping are different. The American Steamship Owners' Association recommends that the ships be sold at an appraisal, the price suggested being about as much below the present private construction price as that below the Government's asking price. The spokesman for the American Manufacturers' Export Association also wants the Government shipping sold at an appraisal, with a guarantee that the buyers shall be protected against losses in operation in competitive business, as all ocean business is. But the manufacturers oppose paying taxes for the purpose of building up backward ports, and even think the Government has no right to use the people's money in developing new trade routes. These facts show that there is a necessity for prompt action. Already the nation has spent some three billions on what is practically a subsidy to shipping, with such side issues as the raising of wages in the operating and constructing and navigating staffs. It is lamentable to think of the diversion of these billions while our railways are callously neglected. This article has been quoted at considerable length, as it was one of the most interesting that the writer came across, and, coming from the *New York Times*, it can be said to represent the views of clear-headed people of the United States.

It is difficult for an outsider to see how U.S. vessels will be able to compete with British vessels in the carrying trade of the world. The cost of building and running ships are subjects of which the writer has no knowledge, but judging from the wages paid in other trades in the States, the cost of construction and operating merchant vessels must be considerably greater in the States than in the British Isles. The days of piece work in the United States are over, the majority of trades being now paid on a time basis for a 44 or 47 hour week. A man is no longer allowed by his union to work as hard as he likes; the harder he worked the more money he made; to-day he receives a fixed wage, and works or not just as it pleases him. In the clothing trade in the States girls are being paid 30 dollars a week for sewing on buttons, and 50 to 60 dollars a week are being paid to men operating machines in the same trade. If the shipwright and the engineer are paid proportionately it is difficult to see how U.S. shipyards will be able to build ships cheaper than British yards. The following letter, signed by "Parent," illustrates the attitude of the American workman towards work to-day:—

"Allow me to tell of some samples of the way work is done on the ships, which dock in New York Harbour. I got my information from personal observation and from my son, who is chief officer on a large freighter, which recently left this port. When the freighter tied up at a dock on Staten Island the rail which surrounds the deck was bent in two places. This rail consists of a two-inch gas pipe supported by two-inch uprights of the same, fastened to the deck with the ordinary flanges. The ship's carpenter straightened one of the bends. This he did with the aid of a helper in less than half a day. The dry dock people of Brooklyn sent a gang of fifteen men to straighten out the other bend. At the end of two weeks, when I visited the ship, they were still working on that job. All these men get eight dollars a day! They leave Brooklyn at eight in the morning, get on the job in Staten Island about ten, take an hour off for dinner, leave at 2.30 p.m. and quit from headquarters in Brooklyn at 4 o'clock. The same people sent a gang of twenty men to clean out the iron tanks in which the ship's water is stored. These men get 8 dollars a day. The first day's work of the twenty was the removal of two water-pails full of rust, which they merely swept up from the bottom of the tank and threw overboard. They made that job last for days. Not the least of the evils connected with this outrageous waste of time and money is the fact that every man aboard the ship having any authority is bribed with money to keep his mouth shut, and large bonuses are given to induce them to find things to repair. An engineer whom I know told me that the last time his ship came into port the bill for repairs was 4,000 dollars, to say nothing of the loss of the use of the ship and the cost of keeping a lot of idle officers and others on the payroll. He said positively that he himself could have done the work with the aid of a helper in less than a week—if the whole tribe of officers and men, mechanics and helpers, connected with our shipping interests

is to be saved from utter corruption some way must be found to put a stop to this sort of thing. It is too much to expect of the men themselves that they should realise that actions of that sort drive away business from the port and in the end kill the goose that lays their golden eggs. They hope that the goose will live out their time and are not worried about what becomes of the other fellow."

In operating ships the U.S. shipowners are up against the more cheaply run foreign vessels. Steamship lines are at present offering as much as 375 dollars per month to chief petty officers of the United States Navy in an endeavour to provide officers for their ships. The manning problem is also a difficulty, which will not be easily overcome, as the youth of the U.S. will not take up a seafaring life if a job can be obtained ashore. The shortage of men in the United States Navy is at present acute. In January last the fleet sailed for Cuba to conduct the winter and spring manoeuvres. In order to make it possible for the vessels to sail it was necessary to strip every ship and station east of the Mississippi River. The vessels thus stripped could not have moved if their existence depended upon it. Training stations lent every man they could, but even with this draught the battleships "Pennsylvania," "Oklahoma," "Nevada," "Arizona," "Utah," "Florida," and "Delaware" sailed away with only about 70 per cent. of their complements.

The tonnage of merchant ships under construction in the United States in February last amounted to 1,256,573; add to this figure Mr. Daniel's naval programme, and it is obvious that the Government and shipowners are going to have difficulty in manning their vessels.

Boys are not encouraged to go to sea at an early age, parental consent being necessary for enlistments under 18 years of age. On the 27th February the "House Naval Committee" called on the "Navy Department" for an explanation of the report that hundreds of boys under 17 years of age have been enlisted in the service. If the seafaring spirit is not encouraged among the youth of the country how can they ever hope to develop a Mercantile Marine on a large scale?

The following questions are awaiting answer in the United States:—

1. Will the United States Shipping Board dispose of their ships cheaply enough to tempt private firms to buy, and whether or not there shall be any Government control over private operation?

2. Can officers be provided for as large a Mercantile Marine, as would be necessary, in order to compete with Great Britain before she gets the cream of the ocean-carrying trade?

3. Can crews be obtained and kept at living wages?

4. Is it practicable to operate U.S. ships profitably without amending the navigation laws?

5. Would passenger ships pay in competition with foreign lines not handicapped by prohibition laws? The United States Mercantile Marine is at present in an inchoate state, waiting for Congress to do something, with Congress reluctant, backing away, fearful. One thing is certain, that if those questions relating to operation cannot be answered satisfactorily, the sun rising on the United States Mercantile Marine will shortly be obscured by clouds.

The American "man in the street" would certainly like to see his country in permanent possession of a large merchant fleet, but he has no ideas as to how this happy result is to be reached. The Hearst newspapers created a "storm in a teacup" in February over the proposed sale of the captured German shipping to the International Mercantile Marine, on the grounds that it was a foreign corporation. The powers at Washington stepped in, and the sale was not allowed to proceed. Some time ago it was reported from New York that the Senate Commerce Committee had voted by ten to four in favour of a plan, whereby the United States Shipping Board proposes to ally itself with the German Hamburg Amerika Line and to turn over about 180 of its vessels to the German organisation to run on the routes formerly used by the German company. This inconsistent attitude is a fine example of the chaos existing in the United States on the subject of shipping.

All that is required by Great Britain to meet the U.S. competition and to secure once more a substantial lead is steady work, unhampered by official meddling and mismanagement. If the British Government can be induced to leave the matter in the hands of the shipbuilder and shipowner, the future prosperity and greatness of the British Mercantile Marine is assured, as the men at the head of British shipping will always beat the inexperienced or State-controlled effort of the United States or any other nation.—*Journal of Commerce*.

#### TAKE CARE OF YOURSELF.

If you want a clear head and good digestion you must not let your bowels become clogged with poisonous waste from the body, as is always the case when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep your bowels regular. When this fails you should take Chamberlain's Tablets. They cause a gentle movement of the bowels and are "day and night" pleasant to take. For sale by all Chemists and Storekeepers.

### HONGKONG HORTICULTURAL SOCIETY. ANNUAL GENERAL MEETING.

The annual general meeting of the Hongkong Horticultural Society was held yesterday afternoon at the board room of Messrs. Jardine, Matheson & Co., Commander C. W. Beckwith, R.N., presiding, supported by Mr. H. B. L. Dowbiggin, Hon. Secretary, Mr. J. A. Plummer, Hon. Treas., and a rather small attendance of members.

The chairman said—A study of the annual report will show that the membership of this Society is about the same as of recent years, whereas the entries at the annual show have more than doubled in the last 12 years, the number of exhibitors have only increased 40 per cent. and membership to 60 per cent. A Society such as this is and in a place like Hongkong should have fully 300 members on its roll of membership, and I would take this opportunity to ask the present members to do all they can to increase the membership of the Hongkong Horticultural Society by personal canvassing. The show this year was a great success in spite of the weather, and our thanks are due to the Hon. Secretary, Mr. H. B. L. Dowbiggin, for all the excellent arrangements made. With regard to the exhibits, the greatest improvement was in the vegetables, some very excellent exhibits being staged. The statement of accounts shows that we close the year with a balance of \$997.13, but as this includes 4 life memberships' subscriptions, it is apparent that we need a larger membership to cover the expenses of the annual show. The thanks of this Society are due to our Hon. Secretary, Mr. Dowbiggin for the three strenuous years of hard and thankless work as Hon. Secretary, and I hope we shall be as fortunate in his successor. Our thanks are also due to Mr. J. A. Plummer for his good work as Hon. Treasurer, and to Mr. A. R. Lowe for kindly auditing the accounts free of charge. The draft schedule of classes for 1921 has again been published with the annual report to enable members to order their seeds in good time. I cannot close my remarks without a reference to the late Mr. W. J. Tutchter, Superintendent of Botanical and Forestry Department in this Colony, who served on our Committee for many years and gave at all times much valuable advice and assistance at our shows. Our heartfelt sympathy goes out to Mrs. Tutchter in this her sad bereavement.

Mr. R. Hancock, in seconding the adoption of the report and accounts, said he would like to express, on behalf of the members of the society, their best thanks to the members of the committee, particularly Mr. Dowbiggin, who had been indefatigable in his labours in behalf of the Society. They all appreciated his work, of a nature apt to be "shot at" by critics who did not realise its difficulties. He expressed fear that they would not find a successor to carry on the work as well as Mr. Dowbiggin, but hoped to do so.

The report and accounts were adopted unanimously. A letter of thanks from Mrs. Tutchter for the expression of condolence of the Society on account of the loss of her husband, was read. Mr. H. Percy Smith suggested that the annual show be held in a more central location which could be visited after dinner, and also suggested that the services of a Band be obtained for that occasion. Business men, as a rule, he said, could not get away from their offices before 5 p.m. He suggested that permission might be obtained for the use of the parade ground.

Mr. Smith's suggestion was supported by Commander Beckwith, who recommended it to the attention of the incoming committee. Mr. Nicoll suggested that the show be a one-day affair, and this was supported by Mr. Dowbiggin who said that on the occasion of the last show, the receipts for the second day were only \$30, whereas the expense was \$100.

Mr. Nicoll also suggested the appointment of a sub-committee to draw up definite rules for judging and also to further higher class exhibits. Mr. N. L. Watson proposed a vote of thanks to the Chairman, which was carried unanimously, and the meeting closed.

#### BUSINESS STILL DULL.

##### PICKING UP A LITTLE.

Imports are still reported as dull owing to the fact that buyers are reluctant in placing orders with the present high prices, which, for the most part, are due to the labour troubles in the producing centres. As the dollar goes down, but business is not what it would be could the retailer peer into the future a little. High prices could be tolerated if thought to be certain of holding up, but the retailers are afraid of being "let down" with a large stock of high dollar merchandise on hand and a low dollar to sell against. As is always the case when the exchange exhibits a lowering tendency, exports are improving to some extent.

## DAIRY FARM NEWS.

### COLD STORAGE.

Store your Winter clothes, furs, rugs, carpets, &c., in our cold stores. The only safe method of keeping them during the Summer months. For full particulars apply to the Secretary.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

#### A FAMOUS PAIR.

##### OLD TIME OCEAN CRAFT.

In the *World's Work* for April is reproduced a picture of an old time paddle-wheel steamer, once the pride of the Pacific Mail Steamship Company, the s.s. "Great Republic." She was one of the first of the Pacific Mail's trans-Pacific liners, and carried auxiliary sails, her fore and mainmasts being square-rigged, and her mizzen fore and aft rigged. A copy of the original painting of the "Great Republic," is hung in the offices of the Pacific Mail Steamship Company here, and is the personal property of Mr. Nielsen.

A wood-cut of another old-timer, a sailing clipper which plied on the Atlantic side from New York to Blackwall, also appears in the same magazine, together with a quotation from the ancient journal in which the picture originally appeared:

"This noble merchantman has just arrived in the East India Docks, Blackwall, from the United States, with the largest cargo of wheat that has ever left the shores of America, or ever entered this or any other port in the world—the quantity brought being about 9,000 quarters, and stowing, besides, an immense quantity of barrelled flour and staves."

The *City of Mobile* was built at New York, for the house of Horbeck and Co., of that city, she is of 1,750 tons register burden, and is built throughout with oak. She has been visited and inspected by the captains of some of the most celebrated vessels in the port of London, and pronounced by competent judges to be the best built and fastest ship that has ever been in this port.

"The *City of Mobile* is constructed with three decks for cargo, and with passenger accommodation on the upper deck. She is rigged in the newest American style, with double or rather divided topsails, known in the nautical world as Hodge's system—which plan is giving the greatest satisfaction to all who are using them, and they are being now very generally adopted. The main and fore yards are eighty feet in length, with her other yards in proportion; her enormous canvas has been manufactured by the Messrs. Speller and Co., of Wapping. Her length over all is 225 feet on keel 210 feet, beam 43 feet 6 inches, depth of hold 29 feet 6 inches. She is commanded by Captain Marshall, a gentleman well known and greatly respected in the service; and left Blackwall on Tuesday last for Liverpool, from which port she will make her return voyage."

#### GREAT BOY GOLFER.

##### SCRATCH PLAYER AT 15.

More keenly than at any time in the past boys and girls are taking to golf—"the old man's game," as it used to be called.

Already they are booking their lessons with local professionals, and preparing to invade the courses for the Easter holiday. Already they are capable in a good many instances of giving "the old man" nine strokes in a round and a beating.

Take, for instance, Geoffrey H. S. MacCallum, the 15-years-old son of Major Humphrey MacCallum, R.A.F., the famous engineer of the Marconi Company. He has been round the Sunning-on-Thames course in "73 strokes—6 better than the scratch score."

When he had lessons from Abe Mitchell he was wont to go out armed with a list of questions. From time to time he would produce his examination paper and inquire: "Should I start the club down with the left hand or the right?" or something else calculated to get the cleverest coach thinking very deeply. At Sunning they regard him as the equal of a scratch player, although he is not yet old enough for full membership.

Recently he went in for a competition organised by *Golf Illustrated* for the best plasticine model of a short hole of original design. To his consternation he won it, two of the most famous links architects of the day, Mr. W. Herbert Fowler and Mr. T. Simpson, being placed second and third respectively. The judges, when making their awards, had no knowledge of the identity of the entrants.

### ROUMANIAN CONSOLIDATED OILFIELDS, LTD. WIN.

#### CLAIM OF A MILLION AND A QUARTER.

Mr. Justice Darling gave judgment in the King's Bench Division in favour of the petitioners in the Petition of Right action brought by the Roumanian Consolidated Oilfields, Limited, a British Company, against the Crown for a million and a quarter pounds compensation for the destruction of their wells and plant when the Germans were advancing in the autumn of 1916. The main question was whether there was an agreement to compensation when Colonel Sir Norton Griffiths, M.P.—"the devil of destruction" as the natives called him—demolished their appliances at Government instigation.

The Crown contended that the arrangement came to be contained in the following document, signed by Mr. Meior, the suppliers' residential Commercial manager and also by Colonel Norton Griffiths, the British representative, who appended the word "Agreed":

PROBET, November 27, 1916. Dear Sir—I ask, on behalf of my company, that any valuation which may be made after the destruction of our property here in Roumania, and which my company will claim through the British Government, shall be based on an audit of Messrs. Harmond Banner and Son. The entire services of my company are placed unreservedly in your hands, and I realise the importance of British interests setting an example to the other companies here, in the work of destruction now necessary from military reasons.

The Crown further submitted that whatever compensation was ultimately decided upon, the understanding was that the Roumanian Government was to pay it, subject to indemnification by the British, French, and Russian Governments jointly. The suppliers set up that the arrangement was partly written and partly verbal.

Mr. Justice Darling first had something to say on a volunteered statement of Colonel Sir Norton Griffiths the day before.

For petitioners, Sir Edward Carson, K.C., urged that this petition was a matter of life and death. Were they to have this compensation and to be enabled to carry on? They had been three and a half years out of their property, and he entirely concurred, with Col. Norton Griffiths when Colonel Griffiths said he did not understand why this case was ever allowed to come into court at all, having regard to the pledges he had given with respect to compensation. It seemed to be a very harsh treatment that the company should be compelled to leave their property in a state of practical abandonment when there was a huge sum admittedly due to them by the Crown. They brought their action to enable them to save their property or get such an advance as would enable them to go on with the largest oil industry from the British point of view in Roumania.

At this point his Lordship intervened. I think, he said, I ought to say that when Col. Norton Griffiths made the statement of which you approve I regretted to hear him say it. It is not for him to make himself in any way the judge as between the suppliers and the Crown. That is what he has done. He was not asked a question to extract this opinion. It was officiously volunteered, and it seemed to me wholly irrelevant.

Counsel—it was he who should know exactly what had taken place. He knew the arrangements at the time.

(Continued on Page 9.)

### HOW TO DEAL WITH A COLD.

A hot bath at bed-time, followed by a dose of Pinettes, forms the best treatment for a cold.

Mild in action and perfectly harmless, Pinettes are equally suitable for both sexes and for any age from childhood onwards.

They dispel congestion without inconvenience or purging, cure biliousness, relieve headache, bronchitis, colds, and are obtainable from druggists everywhere, also at 60 cents the six, post free from Dr. Williams' Medicine Co., 60 Beethoven Road, Shanghai.







